

AIRCRAFT ACCIDENT REPORT

DA FORM 197, JUL 64 (Rev. 3-63)

SPECIAL HANDLING REQUIRED (If applicable, specify)

OFFICIAL REPORT (If applicable)

Para. 66, OPIAF INSTRUCTION 3750

Form 197

PART 1. GENERAL

1. AIRCRAFT IDENTIFICATION BOARD APPROVED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISAP	4. MODEL (BROCAT)	5. BUREAU NUMBER
CO. WFA-531	2-64A	3112001 JUL	FAB	151468
TO: Commander, Naval Aviation Safety Center		198°/6NM ATSUGI TACAN		ALFA
7. VIA: CO WFA-531	8. LOCATION OF MISAP	11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE
CO MARAUGRU ONE ONE		DAY	08/02	146
CO 1ST MAN		14. CLEARED	FROM NAS ATSUGI TO NAS ATSUGI	
CO ATREPPAC		15. TYPE CLEARANCE	16. AIRSPEED	17. A/C WEIGHT
COMM. VATERAC		LOCAL	260 kts. E	47,000
18. DETAILED DESCRIPTION OF MISAP		19. ELEVATION AT TIME OF MISAP		
UNABLE TO RETRACT GEAR, DUAL FLAMEOUT		E.L. 1500 TERRAIN -100ft. HILL		
20. LIST MODEL BUNG REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPIAF Form 3750-1 for each A/C)				

21. FACTOR	22. FACTOR	23. FACTOR
------------	------------	------------

(b) (5)

SECTION B. CONTRIBUTING FACTORS

1. NAME (Last, first, & middle initial)	2. GRADE	3. SERVICE NO.	4. COMMAND	5. POSITION	6. DATE	7. TIME	8. AIRCRAFT	9. POSITION	10. LOCATION																																																
PILOT last controls at time of mishap																																																									
HANKE, George F. R.	1/LT	(b) (6)	7307	USMC	(b) (6)	2	PILOT	Front	Cockpit																																																
CO-PILOT (Specify & submit separate page 1)																																																									
<table border="1"> <tr> <th colspan="2">ITEM</th> <th colspan="2">ITEM</th> </tr> <tr> <td>11. ALL MODELS</td> <td>1825</td> <td>17. CY LANDING DRY/NIGHT</td> <td>ALL 29 /</td> </tr> <tr> <td>12. ALL MODELS IN LAST 12 MONTHS</td> <td>356</td> <td>IN MODEL 17 /</td> <td></td> </tr> <tr> <td>13. ALL MODELS IN LAST 3 MONTHS</td> <td>74</td> <td>18. POLP LANDING LAST 6 MONTHS DRY/NIGHT</td> <td>ALL 88 / 108</td> </tr> <tr> <td>14. ALL SERIES THIS MODEL</td> <td>544</td> <td>IN MODEL 88 / 108</td> <td></td> </tr> <tr> <td>A/C</td> <td>215</td> <td>19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/CUMULATED</td> <td>ALL 15 / 9</td> </tr> <tr> <td>OFT/OPT</td> <td>8 / 8</td> <td>IN MODEL 9 / 9</td> <td></td> </tr> <tr> <td>15. ALL SERIES THIS MODEL LAST 12 MONTHS</td> <td>305</td> <td>20. NIGHT HOURS LAST 3 MONTHS</td> <td>ALL 5 /</td> </tr> <tr> <td>OFT/OPT</td> <td>8 / 8</td> <td>IN MODEL 5 /</td> <td></td> </tr> <tr> <td>16. ALL SERIES THIS MODEL LAST 3 MONTHS</td> <td>55</td> <td>21. TOTAL HOURS IN JEVS (if of mishap) (Specify - (Specify - (Specify -)</td> <td>991</td> </tr> <tr> <td>OFT/OPT</td> <td>8 / 8</td> <td>22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL</td> <td>DATE 28 JULY 1964</td> </tr> <tr> <td>DATE/GRADE LAST NATO'S STANDARDIZATION CHECK</td> <td>4 FEB 64/CJL</td> <td>23. TYPE INSTRUMENT CARD</td> <td>STANDARD</td> </tr> </table>										ITEM		ITEM		11. ALL MODELS	1825	17. CY LANDING DRY/NIGHT	ALL 29 /	12. ALL MODELS IN LAST 12 MONTHS	356	IN MODEL 17 /		13. ALL MODELS IN LAST 3 MONTHS	74	18. POLP LANDING LAST 6 MONTHS DRY/NIGHT	ALL 88 / 108	14. ALL SERIES THIS MODEL	544	IN MODEL 88 / 108		A/C	215	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/CUMULATED	ALL 15 / 9	OFT/OPT	8 / 8	IN MODEL 9 / 9		15. ALL SERIES THIS MODEL LAST 12 MONTHS	305	20. NIGHT HOURS LAST 3 MONTHS	ALL 5 /	OFT/OPT	8 / 8	IN MODEL 5 /		16. ALL SERIES THIS MODEL LAST 3 MONTHS	55	21. TOTAL HOURS IN JEVS (if of mishap) (Specify - (Specify - (Specify -)	991	OFT/OPT	8 / 8	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE 28 JULY 1964	DATE/GRADE LAST NATO'S STANDARDIZATION CHECK	4 FEB 64/CJL	23. TYPE INSTRUMENT CARD	STANDARD
ITEM		ITEM																																																							
11. ALL MODELS	1825	17. CY LANDING DRY/NIGHT	ALL 29 /																																																						
12. ALL MODELS IN LAST 12 MONTHS	356	IN MODEL 17 /																																																							
13. ALL MODELS IN LAST 3 MONTHS	74	18. POLP LANDING LAST 6 MONTHS DRY/NIGHT	ALL 88 / 108																																																						
14. ALL SERIES THIS MODEL	544	IN MODEL 88 / 108																																																							
A/C	215	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/CUMULATED	ALL 15 / 9																																																						
OFT/OPT	8 / 8	IN MODEL 9 / 9																																																							
15. ALL SERIES THIS MODEL LAST 12 MONTHS	305	20. NIGHT HOURS LAST 3 MONTHS	ALL 5 /																																																						
OFT/OPT	8 / 8	IN MODEL 5 /																																																							
16. ALL SERIES THIS MODEL LAST 3 MONTHS	55	21. TOTAL HOURS IN JEVS (if of mishap) (Specify - (Specify - (Specify -)	991																																																						
OFT/OPT	8 / 8	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE 28 JULY 1964																																																						
DATE/GRADE LAST NATO'S STANDARDIZATION CHECK	4 FEB 64/CJL	23. TYPE INSTRUMENT CARD	STANDARD																																																						
<table border="1"> <tr> <td>24. NAME (Last, first, & middle initial)</td> <td>25. GRADE</td> <td>26. SERVICE NO.</td> <td>27. COMMAND</td> <td>28. POSITION</td> <td>29. DATE</td> <td>30. AIRCRAFT</td> <td>31. POSITION</td> </tr> <tr> <td>SPW/JR, Frank R. Jr.</td> <td>CWO</td> <td>USMC</td> <td>(b) (6)</td> <td>WFA-531</td> <td>G</td> <td>RIO</td> <td>COCKPIT</td> </tr> </table>										24. NAME (Last, first, & middle initial)	25. GRADE	26. SERVICE NO.	27. COMMAND	28. POSITION	29. DATE	30. AIRCRAFT	31. POSITION	SPW/JR, Frank R. Jr.	CWO	USMC	(b) (6)	WFA-531	G	RIO	COCKPIT																																
24. NAME (Last, first, & middle initial)	25. GRADE	26. SERVICE NO.	27. COMMAND	28. POSITION	29. DATE	30. AIRCRAFT	31. POSITION																																																		
SPW/JR, Frank R. Jr.	CWO	USMC	(b) (6)	WFA-531	G	RIO	COCKPIT																																																		

PART II MAINTENANCE, MATERIAL AND FACILITIES DATA

1. DATE OF MANUFACTURE	2. FLIGHT HRS SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST PAR/OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
16 Apr 64	60.0	None	-	-	-	Accept. Check	60.0	98	
11. ENGINE MODEL	12. ENGINE SERIAL NUMBER	13. FLIGHT HRS SINCE ACCEPTANCE	14. NUMBER OF OVERHAULS	15. WAS DIR. REQUESTED	16. FLT. HRS SINCE LAST OVERHAUL	17. LAST OVERHAUL ACTIVITY	18. TYPE OF LAST CHECK PERFORMED	19. FLIGHT HOURS SINCE LAST CHECK	20. DAYS SINCE LAST CHECK
79GE8A	421398	60.0	None		-	-	Accept.	60.0	98
79GE8A	421439	60.0	None		-	-	Accept.	60.0	98
21. COMPONENT INVOLVED NOMENCLATURE	22. MANUFACTURER'S PART NUMBER	23. TOTAL HRS. ON PART	24. NO. OF OY-HAULS	25. HOURS SINCE LAST OVERHAUL	26. OVERHAUL ACTIVITY	27. WAS DIR. REQUESTED	28. SER. NO. TUB/PIPEUR		
Turbojet Engine		68.3	0	0	NA	Yes			
Turbojet Engine		68.3	0	0	NA	Yes			

1. PARTS REPAIRED		2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE
NA			

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. NAME/USER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ALTITUDE
1500	260-50	100%	625°C E	Parade Formation	12000#E	Level
8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPT
1 G	<input checked="" type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED	1000'-1500'	180-250		<input checked="" type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL	3
15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS					

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ALTITUDE	20. RPM	21. MAP	22. TORQUE/BHP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE
NA							
25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS						

IDENTIFY OTHER REPORTS CONCERNING THIS HSWAP

1. AMFUR SERIAL NUMBER: NA
2. DIS MESSAGE REQUEST DATE/TIME GROUP: 050812Z Aug 64 BUNHAPAC
3. OTHER: Preliminary msg. 310621Z Jul 64 VMFA-531
4. Supplementary msg. 010352Z Aug 64 VMFA-531

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with

Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/END SPEED	
6. NAME NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER			
10. CATAPULT/ARRESTING GEAR BULLETIN OR NOMOGRAMS USED									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents of routine damage to cables, weldings and other expendable equipment need not be reported herein.									
12. DECK RUNOUT (FEET)		13. RAM TRAVEL (INCHES)		14. CONTROL VALVE SETTINGS CONSTANT PRESSURE DOME (P.S.I.)		15. CONSTANT RUNOUT (WT. LBS.)		16. ACCUMULATOR PRESSURE (PSI)	
ENGAGED				RATIO				COMMENTS (for cable failures specify no landings and months in service)	
DECK PENDANT									
DECK PENDANT									
BARRIER/BARRICADE									
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)									
1. DATE DEPLOYED COMUS		3. DAY HOURS/LANDINGS SINCE DEPLOYMENT				4. DAY HOURS/LANDING LAST 30 DAYS			
2. NO. DAYS DRESSING PERIOD		5. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT				7. NIGHT HOURS/LANDINGS LAST 30 DAYS			
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED		6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT				7. NIGHT HOURS/LANDINGS LAST 30 DAYS			
WEATHER AT SCENE OF MISHAP									
1. CEILING		2. VISIBILITY		3. RELATIVE WIND DIRECTION AND VELOCITY		4. TEMPERATURE RUNWAY OUTSIDE AIR		5. DEW POINT	
N/A		10		190 10		85		70	
6. ALTITUDE SETTING		29.87							
7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)									
Density Altitude / 2280 ft.									

PART III ADDITIONAL INFORMATION			
RT	SECTION	ITEM	REMARKS
2	B	3	May have flamed out in after burner
<p>2. COPY DISTRIBUTION</p> <p>2CC NAHNSAFECN DIRECT (AAP)</p> <p>1CC BUREAU DIRECT (AAP)</p> <p>1 CMC (Code AAP)</p> <p>1 CG EMPAC</p> <p>1 BWR MCDONNELL</p> <p>1 NAV FSLO NORTON</p> <p>1 NAVFACB EL. CEN</p>			
1. GOVERNMENT PROPERTY		2. PRIVATE PROPERTY	
OST DAMAGE TO: NONE		Estimated under \$ 5,555.55	
3. DATE SUBMITTED TO CO		20 Aug 64	

(b) (6)

(b) (6)

THE ACCOUNT

Part V - The Accident

The accident occurred on 31 July 1964. Flight leader Capt. [REDACTED] (b) (6) (Chieftain 2-1), and his wingman 1/Lt. G. F. R. HANKE (Chieftain 2-2) briefed for a scheduled weapons flight. All phases of the mission including NATOPS and emergency procedures [REDACTED] (b) (5).

During engine turn-up, 1/Lt HANKE noted that his fuel boost pressures fluctuated between 28-32 psi. Although the fluctuation is unusual, the pressures were within limitations and all other indications were normal. He checked his fuel panel switches for proper position and accepted the airplane.

Taxi was normal. 1/Lt HANKE lined up right as number two man for a section take-off. The flight was cleared by the tower for take-off and frequency switch to departure control.

Both aircraft commenced run-up in preparation for a controlled VFR departure. Observing a thumbs-up from number two, the leader gave brakes release signal, advanced power, checked his wingman in position, and selected minimum afterburner. During take-off roll, throttle was increased to 3/4 afterburner. Lift-off was normal.

The leader came out of burner at the field boundary and continued to accelerate at 98%. The number two man was unable to raise his gear and found it necessary to alternate between maximum military and minimum afterburner power to maintain formation integrity. He continued to cycle his gear handle. Accelerating through 240-270 KIAS he requested the lead to reduce power. This transmission was not received by Chieftain 2-1.

At approximately 330 KIAS, the leader noticed his wingman's configuration and transmitted that the gear were down. He also reduced throttle to idle power.

1/Lt HANKE states that he reduced power to approximately 90%. Separation between aircraft commenced immediately even though the wingman had a power advantage. Although the pilot was not aware of a flame-out it is therefore reasonable to conclude that it occurred at this time. The MIO states that the pilot cycled his gear at 250 KTS as separation increased. It is more probable that the pilot continued to cycle his gear until he sensed the flameout which he states was in the vicinity of 280 KTS, somewhat earlier than the MIO's estimate.

At this first indication of power loss, the pilot made a visual check of the RPM & EGT, and confirmed loss of engine power. He then extended the Ram Air Turbine, advanced the throttles to military power, ~~set~~ and his transfer switch to external tanks, depressed the ignition buttons and

4

Special handling required in accordance with
SPNAV INST. P3750.6E

ordered the RIO to eject. He visually checked his engine master switches on, and manually verified that the generator switches were on. There was no recollection of fuel flow, nor did he see a bus tie or generator warning light.

The pilot feels that the generators went off the line at a speed in excess of 250 KTS and probably prohibited the RIO from hearing the command to eject. The RIO was again in disagreement with the pilot on airspeed, estimating ICS loss to be at 240 KIAS. Apparently no electric power was received from the RAT after the extension.

When the ICS went off the line the pilot utilized the NATOPS hand signal for RIO ejection. The RIO did not see this motion.

At this point the pilot focused his attention on selecting a crash site clear of populated areas. He finally spotted a clearing, steered the A/C towards it and ejected at approximately 800 ft MSL and 160 KIAS. The A/C felt sluggish during this last maneuver but handled well up to that time.

The RIO had not been surprised by the loss of ICS due to previous habit patterns developed between himself and the pilot. When his gyro tumbled he tested his emergency ICS and missed the pilot's signal to eject. He did notice the pilot reaching for his face curtain, and ejected immediately following the pilot's exit. The airspeed and altitude were somewhat lower and the nose of the airplane was pitching down.

Although the pilot was bent forward and sustained back injuries, both members of the crew made successful egress from the airplane. All items of the escape system functioned perfectly.

The plane crashed in a wooded area midway between the landing points of the pilot and RIO. The crash site was estimated at 6 miles on the 190 degree radial of Atsugi Tacan.

The pilot and RIO were picked up by helicopter and returned to NAS Atsugi hospital for examination.

Part VI - Damage To The Aircraft

F4B BuNo 151460 sustained ALFA damage upon collision with the ground in uncontrolled flight. Flight path angle was about 60° below the horizontal; angle of impact was at approximately 40° on a 20° slope. Bank angle at impact was approximately 10° right wing down. Airspeed at ground contact was low, probably between 170 and 200 knots. Engine RPM was low, probably windmill; engine damage was restricted to impact damage in the first two stages and post-crash fire damage, there was no apparent rotational damage. The landing gear were down and locked at the time of the crash. As the pilot ejected, the aircraft pitched forward and accelerated slightly before impact. The aircraft struck and clipped off several small pine trees just prior to ground impact; damage from these trees was negligible.

The fuselage forward of station 303.62 was reduced to shrapnel upon initial impact. The shrapnel was buried in the hole dug by the nose or sprayed throughout the crash site. Greatest travel of thrown pieces was about 80 yards.

At impact, the wings tore off at the fuselage mold lines and twisted forward to the inverted position. Still inverted, they came to rest 10 yards forward of the impact point.

The fuselage aft of station 303.62 separated up and forward on initial impact and came to rest, pointing opposite to direction of travel, 50 yards forward of the impact point. The engines and aft fuselage were essentially intact, although extensively damaged by the burning of fuel from fuselage cells 3, 4, 5 and 6.

Fuel system components, engines, and engine accessories, generators and their constant speed drives have been transferred to O&R, NAS North Island, San Diego, California for priority DFR.

VMFA-531 ser 2-644, 31 July 1964, FLB BuNo 151460, pilot HANKE

Part VII - The Investigation and Analysis

(b) (5)



Special handling required in accordance with
para. 66 OPM.VINST. P3750.6E

WFL-531 ser 2-644, 31 July 1964, F4B BuNo 151460, pilot H.NXE

(b) (5)



VMFA-531 ser 2-644 31 July 1964, F4B BuNo 151460, pilot HANKE

(b) (5)



VMFA-531 ser 2-64A 31 July 1964, F4B BuNo 151460, pilot HANKE

(b) (5)



Special handling required in accordance with
para. 66 OPNAVINST P3750.62

WF1-531 ser 2-644 31 July 1964, FlB BuNo 151460, pilot HANKE

(b) (5)



VMFA-531 ser 2-64A 31 July 1964, F4B BuNo 151460, pilot HANKE

(b) (5)



0 0
VMFA-531 ser 2-64A 31 July 1964, F4B BuNo 151460, pilot HANKE

(b) (5)



WFA-531 ser 2-64A 31 July 1964, F4B BuNo 151460, pilot ZANKE

Part VIII Conclusions

(b) (5)



WFA 53 ser 2-64A 31 July 1964, F4B BuNo 151460, pilot HANKE

IX. Recommendations.

(b) (5)



All statements withheld
under exemption (b)(5).

VMFA-531 ser 2-64A 31 July 1964, F4B BuNo 151460, pilot HANKE

SGO: WO. LAWRENCE
GEO: CAPT EDDY
DUTY SECTION: 3

MARINE FIGHTER/ATTACK SQUADRON-531
Marine Aircraft Group-11
1st Marine Aircraft Wing, Aircraft, MAF, Pacific
c/o Fleet Post Office, San Francisco, California, 96601
FLIGHT SCHEDULE FOR
FRIDAY
31 July 1964

GEO: 0800-1230 LT DOESSE
1230-1700 CAPT TEMPER
1700-SEC. CWO SCHWARTZ

EVENT	PILOT/HIO	ETD	BLOCK TIME	MISSION	LAND	FUEL
1-1	MAJ SMITH/STRAYHORN	0900	1030	OGI	1100	3400
1-2	DOWLING/COX		1035			
2-1	FRUTHOMER/HENSON	1200	1330	OGI	1400	3400
2-2	HANKE/SCHWARTZ		1335			
3-1	LT COL MCGRAW/BOROUGHES	1500	1630	OGI	1700	3400
3-2	GILLIARD/STONE		1635			
4-1	MAJ METZGER/FRAZIER	1800	1930	OGI	2000	3400
4-2	GROSS/CUMMINGS		1935			

NOTES: 1. Lead crew brief hop 1 hour prior to scheduled launch.
2. Maintenance release time 30 minutes prior to ETD.
3. Requirements as set forth in paragraph 2014A of NAS Atsugi, Air Operations Manual have been complied with.

SUBMITTED

D. T. Doesse
D. T. DOESSE
S-3 ADMIN. OFFICER

ACH - 1330
SUNSET - 1847
APPROVED

J. Metzger
J. METZGER
OPERATIONS OFFICER

PARA. 66
Special handling required in accordance with OPNAV INST. 3750.6E

ENCLOSURE (6)

CERTIFIED A TRUE COPY.

(b) (6)

**U.S. NAVAL AIR STATION
ATSUGI, JAPAN
METEOROLOGY DIVISION**

EMERGENCY WEATHER OBSERVATION					
DATE 31 July		TIME 1208		OBSERVER (b) (6)	
STATION		COUNTRY JAPAN		DUTY FORECASTER (b) (6)	
SPECIALLY OBSERVED					
AGC, USN					
CLOUDS AND CEILING (TENTHS)					
CLOUDS AND CEILING		AMOUNT	TYPE	BASES	TOPS
1ST FLOOR		4/10ths	Cirrus		
2ND FLOOR					
3RD FLOOR					
4TH FLOOR					
5TH FLOOR					
6TH FLOOR					
7TH FLOOR					
8TH FLOOR					
9TH FLOOR					
10TH FLOOR					
11TH FLOOR					
12TH FLOOR					
13TH FLOOR					
14TH FLOOR					
15TH FLOOR					
16TH FLOOR					
17TH FLOOR					
18TH FLOOR					
19TH FLOOR					
20TH FLOOR					
21TH FLOOR					
22TH FLOOR					
23TH FLOOR					
24TH FLOOR					
25TH FLOOR					
26TH FLOOR					
27TH FLOOR					
28TH FLOOR					
29TH FLOOR					
30TH FLOOR					
31TH FLOOR					
32TH FLOOR					
33TH FLOOR					
34TH FLOOR					
35TH FLOOR					
36TH FLOOR					
37TH FLOOR					
38TH FLOOR					
39TH FLOOR					
40TH FLOOR					
41TH FLOOR					
42TH FLOOR					
43TH FLOOR					
44TH FLOOR					
45TH FLOOR					
46TH FLOOR					
47TH FLOOR					
48TH FLOOR					
49TH FLOOR					
50TH FLOOR					
51TH FLOOR					
52TH FLOOR					
53TH FLOOR					
54TH FLOOR					
55TH FLOOR					
56TH FLOOR					
57TH FLOOR					
58TH FLOOR					
59TH FLOOR					
60TH FLOOR					
61TH FLOOR					
62TH FLOOR					
63TH FLOOR					
64TH FLOOR					
65TH FLOOR					
66TH FLOOR					
67TH FLOOR					
68TH FLOOR					
69TH FLOOR					
70TH FLOOR					
71TH FLOOR					
72TH FLOOR					
73TH FLOOR					
74TH FLOOR					
75TH FLOOR					
76TH FLOOR					
77TH FLOOR					
78TH FLOOR					
79TH FLOOR					
80TH FLOOR					
81TH FLOOR					
82TH FLOOR					
83TH FLOOR					
84TH FLOOR					
85TH FLOOR					
86TH FLOOR					
87TH FLOOR					
88TH FLOOR					
89TH FLOOR					
90TH FLOOR					
91TH FLOOR					
92TH FLOOR					
93TH FLOOR					
94TH FLOOR					
95TH FLOOR					
96TH FLOOR					
97TH FLOOR					
98TH FLOOR					
99TH FLOOR					
100TH FLOOR					
101TH FLOOR					
102TH FLOOR					
103TH FLOOR					
104TH FLOOR					
105TH FLOOR					
106TH FLOOR					
107TH FLOOR					
108TH FLOOR					
109TH FLOOR					
110TH FLOOR					
111TH FLOOR					
112TH FLOOR					
113TH FLOOR					
114TH FLOOR					
115TH FLOOR					
116TH FLOOR					
117TH FLOOR					
118TH FLOOR					
119TH FLOOR					
120TH FLOOR					
121TH FLOOR					
122TH FLOOR					
123TH FLOOR					
124TH FLOOR					
125TH FLOOR					
126TH FLOOR					
127TH FLOOR					
128TH FLOOR					
129TH FLOOR					
130TH FLOOR					
131TH FLOOR					
132TH FLOOR					
133TH FLOOR					
134TH FLOOR					
135TH FLOOR					
136TH FLOOR					
137TH FLOOR					
138TH FLOOR					
139TH FLOOR					
140TH FLOOR					
141TH FLOOR					
142TH FLOOR					
143TH FLOOR					
144TH FLOOR					
145TH FLOOR					
146TH FLOOR					
147TH FLOOR					
148TH FLOOR					
149TH FLOOR					
150TH FLOOR					
151TH FLOOR					
152TH FLOOR					
153TH FLOOR					
154TH FLOOR					
155TH FLOOR					
156TH FLOOR					
157TH FLOOR					
158TH FLOOR					
159TH FLOOR					
160TH FLOOR					
161TH FLOOR					
162TH FLOOR					
163TH FLOOR					
164TH FLOOR					
165TH FLOOR					
166TH FLOOR					
167TH FLOOR					
168TH FLOOR					
169TH FLOOR					
170TH FLOOR					
171TH FLOOR					
172TH FLOOR					
173TH FLOOR					
174TH FLOOR					
175TH FLOOR					
176TH FLOOR					
177TH FLOOR					
178TH FLOOR					
179TH FLOOR					
180TH FLOOR					
181TH FLOOR					
182TH FLOOR					
183TH FLOOR					
184TH FLOOR					
185TH FLOOR					
186TH FLOOR					
187TH FLOOR					
188TH FLOOR					
189TH FLOOR					
190TH FLOOR					
191TH FLOOR					
192TH FLOOR					
193TH FLOOR					
194TH FLOOR					
195TH FLOOR					
196TH FLOOR					
197TH FLOOR					
198TH FLOOR					
199TH FLOOR					
200TH FLOOR					
201TH FLOOR					
202TH FLOOR					
203TH FLOOR					
204TH FLOOR					
205TH FLOOR					
206TH FLOOR					
207TH FLOOR					
208TH FLOOR					
209TH FLOOR					
210TH FLOOR					
211TH FLOOR					
212TH FLOOR					
213TH FLOOR					
214TH FLOOR					
215TH FLOOR					
216TH FLOOR					
217TH FLOOR					
218TH FLOOR					
219TH FLOOR					
220TH FLOOR					
221TH FLOOR					
222TH FLOOR					
223TH FLOOR					
224TH FLOOR					
225TH FLOOR					
226TH FLOOR					
227TH FLOOR					
228TH FLOOR					
229TH FLOOR					
230TH FLOOR					
231TH FLOOR					
232TH FLOOR					
233TH FLOOR					
234TH FLOOR					
235TH FLOOR					
236TH FLOOR					
237TH FLOOR					
238TH FLOOR					
239TH FLOOR					
240TH FLOOR					
241TH FLOOR					
242TH FLOOR					
243TH FLOOR					
244TH FLOOR					
245TH FLOOR					
246TH FLOOR					
247TH FLOOR					
248TH FLOOR					
249TH FLOOR					
250TH FLOOR					
251TH FLOOR					
252TH FLOOR					
253TH FLOOR					
254TH FLOOR					
255TH FLOOR					
256TH FLOOR					
257TH FLOOR					
258TH FLOOR					
259TH FLOOR					
260TH FLOOR					
261TH FLOOR					
262TH FLOOR					
263TH FLOOR					
264TH FLOOR					
265TH FLOOR					
266TH FLOOR					
267TH FLOOR					
268TH FLOOR					
269TH FLOOR					
270TH FLOOR					
271TH FLOOR					
272TH FLOOR					
273TH FLOOR					
274TH FLOOR					
275TH FLOOR					
276TH FLOOR					
277TH FLOOR					
278TH FLOOR					
279TH FLOOR					
280TH FLOOR					
281TH FLOOR					
282TH FLOOR					
283TH FLOOR					
284TH FLOOR					
285TH FLOOR					
286TH FLOOR					
287TH FLOOR					
288TH FLOOR					
289TH F					

VMFA-531 ser 2-64A 31 July 1964, F4B BuNo 151460, pilot HANKE

FACILITY: YOKOTA APPROACH CONTROL

SUBJECT: TRANSCRIPT OF ALL TRANSMISSIONS MADE ON APPROACH CONTROL
FREQUENCY 343.4 MGS

DATE: 31 JULY 1964, 0305Z - 0314Z

ABBREVIATIONS: 2-1 - CHIEFTAIN 2-1
2-2 - CHIEFTAIN 2-2
Y - YOKOTA DEPARTURE CONTROL
TIME- LOCAL TIME - INDIA

<u>TIME</u>	<u>ACFT/FCLTY</u>	<u>TRANSMISSIONS</u>
1205	2-2	Yokota Approach Control, Chieftain 2-2 off the deck at this time climbing VFR.
	Y	Roger Chieftain, report on top.
	2-1	Check your gear (garbled) your gear is down.
1206	2-1	2-2, 2-1 How do you read?
	Y	Chieftain 2-1, Yokota.
	2-1	Roger 2-1, go.
	Y	2-1, roger, report on top.
	2-1	Roger, my playmate can't get his gear up. I'm slowing down considerably waiting for him to get them up.
	Y	2-1, roger.
	2-1	2-2, 2-1 how do you read?
1207	Y	Chieftain 2-2 Yokota Departure, how do you hear?
	Y	Chieftain 2-2, Chieftain 2-2, Yokota transmitting on guard.... if you hear squawk Mode 3 Code 71 if you are at safe altitude.
1208	Y	Chieftain 2-1 Yokota.
	Y	Chieftain 2-1 Yokota Departure.
	Y	Chieftain 2-1 Yokota Departure.

Special handling required in accordance with
para. 66 @PNAVINST. P3750.6E

ENCLOSURE (10)

Y

Chieftain 2-1 Yokota Departure, how do you hear?
(Aircraft answered on other channel).....Roger,
Request you come back 34 34

1209

2-1

Chieftain 2-1 is back up.

SEVERAL TRANSMISSIONS RELATED TO SAR ACTIVITIES ARE OMITTED.

AS CUSTODIAN OF THE ORIGINAL RECORDING, I HEREBY CERTIFY THIS TO BE A TRUE
AND EXACT TRANSCRIPT THEREOF.

/s/ CHARLES W JOHNS
CHARLES W JOHNS
Major, USAF
Chief Controller

CERTIFIED A TRUE COPY

(b) (6)

Special handling required in accordance with
para. 66 OPNAVINST. F3750.6E

2

ENCLOSURE (10)

NAS ATSUGI JAPAN
CONTROL TOWER REPORT

FROM:
TO : ATC OFFICER

DATE July 1964

SUBJ: FLIGHT VIOLATION ☒ ACCIDENT REPORT ☐ INCIDENT REPORT
VIA : ATC DIVISION CHIEF

BUREAU NO. Chieftain 2-2 TYPE A/C F4B UNIT VMF 531

FACTS VERIFIED

TAPE RECORDER CHECKED Yes Must be marked "Yes" or "No"

TAPE FREQ. 243.0 TAPE NO. _____ TIME _____ (LOCAL)

OTHER SOURCES: _____

TOWER OPERATORS STATEMENT

THE following is the statement of _____

(b) (6)

NO2 USN

(b) (5)

This statement is true and correct to the best of my knowledge.

→ WTT-531 msg 7-64A 31 JUL 1964, FAB BuNo 151460, pilot Hanks ENCLOSURE (11) ←

UNIT _____ / ATC CMD _____ / ATC OFFICER _____ / SIGNED: _____

(Make original and two copies)

(b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 68 OPERINST F3750.0A

AIRCRAFT FIRE/RESCUE REPORT
NAVJAG FORM 11/35/1 (8-60)
 STATION AND LOCATION

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL BUWEP 1135-1

NAS Atsugi, Japan

1 August 1964

DATE AND TIME OF INCIDENT

1210, 31 July 1964

ON STATION
 OFF STATION ☒

REPORTING COMMAND

VNA-531

MODEL AIRCRAFT INVOLVED

F4D

BUREAU NO.

151460

TO: Chief, Bureau of Naval Weapons (SEEQ)

EXACT LOCATION OF INCIDENT
Fallopia City/in outlying farm area 5 1/2 miles from NAS Atsugi

MILITARY COMMAND

CONTAMINATED

VIA SIGNATURE

TYPE OF INCIDENT			FIRE INVOLVED	
TAKE-OFF <input checked="" type="checkbox"/>	LINE OR LOADING	FUELING	YES <input checked="" type="checkbox"/>	
LANDING	PARIED	MAINTENANCE	NO	
TAXIING	DEFUELING	INFLIGHT	IMPACT <input checked="" type="checkbox"/>	
OTHER (Specify)			IGNITION	
			DELAYED IGNITION	

ESTIMATED CASE

GENERAL WEATHER PICTURE

Hot and humid
Visibility unlimited

CONDITIONS AT TIME OF INCIDENT

WIND DIRECTION **130**
 WIND VELOCITY (mph) **10 kts**
 TEMPERATURE (°F) **85**

NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT
Wooded hills, surrounded by cultivated fields, and rice paddies

LIQUID FUEL QUANTITY

ESTIMATED ON BOARD BEFORE INCIDENT (lbs)

ESTIMATED ON BOARD AFTER INCIDENT (lbs) **NONE**

ESTIMATED SPILL AREA (Size in feet) **N/A**

OTHER FUELS

NONE

PERSONNEL RESCUE

NO. PERSONNEL ON BOARD AIRCRAFT **2**

NO. PERSONNEL SURVIVED **2**

NO. PERSONNEL ESCAPED UNAIDED **2**

NO. PERSONNEL RESCUED

DESCRIBE RESCUE METHODS USED

Personnel ejected and were picked up by station SAR Helo.

FIRE FIGHTING

FIRST METHOD OF ALARM USED

TWO-WAY RADIO

EMERGENCY INTER-COM.

EMERGENCY PHONE ☒

TIME RECORD

TIME ALARM RECEIVED

1210

OTHER METHOD (State)

TIME EQUIPMENT ARRIVED

1245

STATION EQUIPMENT

EACH EQUIPMENT AVAILABLE AT INCIDENT		NO. PERSONNEL MANNING EQUIPMENT		QUANTITY EXTINGUISHING AGENTS USED	
TYPE	NO. LOANS USED	MIL.	CIV.	FOAM (gals. conc. used)	OTHER TYPES AND QUANTITIES
Flare (Mk 1)	None	3		N/A	
Mk 1	None	4		N/A	

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR

ENCLOSURE (12)

Special handling required in accordance with para. 66, OPNAVINST. P3750.6E

FILE/RESCUE REPORT VNA-531 ser 2-64A 31 July 1964. FIB BuNo. 151460. pilot HANES

DIAGRAM OF INCIDENT SHOWING WIND, DIRECTION, APPROACH OF
EQUIPMENT, POSITION OF AIRCRAFT, DISTANCES, ETC.
(Maps and photographs should be included, if significant)

Enclosed photos show location of roads in reference to the crash scene.

RESCUE REPORT
OPNAV FORM 3750-13 (1-63)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINS 750.8E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM CO, WFA-531, MAG-11		2. DATE OF MESSAGE 31 Jul 1964	2A. DATE OF RESCUE 31 Jul 1964
3. LOCATION AND DUTIES OF RESCUE VEHICLE HS-6 DET NAS Atsugi (ASW training)		4. RESCUE VEHICLE (Type/model) SH3A	
5. NUMBER OF PERSONNEL 4	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 4	5B. TO BE RESCUED 2	5C. RESCUED 1
6. RESCUE BACK UP MEANS NAS Atsugi SAR helicopter			
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)		8. WEATHER CONDITIONS AT RESCUE SITE	
1205I	Radio Transmission/Smoke column	8A. WATER TEMPERATURE NA °F	8B. AIR TEMPERATURE 85 °F
1205	7 N.M.	8C. WIND VELOCITY 190/14	
1208	Orbit Area	8D. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION Hilly, about 150 ft. MSL	
1210	Day Smoke flare	9. EQUIPMENT ACTUALLY USED DURING RESCUE	
1211	Day Smoke	KE-28 Camera	
1215	Looked for RIO 5 minutes	Crewman picked pilot off ground	
1222	NAS Atsugi heliport		

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

Unable to locate RIO, pilot needed immediate medical attention, departed area when other rescue vehicles arrived.

Loose dust and dirt and pilot disability made hovering pick-up impossible.

11. PERSONNEL REQUIRING RESCUE	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT
NAME-LAST FIRST INITIAL		Physical condition, ignorance of equipment, sea state, etc.
HANKE, G. F. R.	Ejection	Pilot had (b) (6)
1st Lt. USMC		

12. REMARKS (Training of rescue team or crew, communication equipment/technique, retrieval equipment/techniques, rescue vehicle)

Condition of terrain and pilot injury required landing to pick up survivor. Crew carried pilot about 100 yards. No stretcher aboard because of ASW training mission.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL

W. C. MCGRAW JR., COMMANDING OFFICER, WFA-531

SIGNATURE OF SUBMITTING OFFICIAL

15. NAME AND TITLE OF FORWARDED OFFICIAL

SIGNATURE OF FORWARDED OFFICIAL

FULL DESCRIPTION OF FIREFIGHTING OR PROTECTION AT INCIDENT

Burning weeds and grass were extinguished by the Fujisawa Fire Department prior to the arrival of the crash equipment.

At 1210 on 31 July 1964 the Crash phone was actuated; and word was passed that there was a possible off station crash south of the field. This was confirmed at 1215 and one ARMOI equipped pickup with the Crash Chief and two men followed by one RBS with four men departed the station. The Section Leader arrived at the scene at about 1245, and found the area inaccessible to vehicles. The fire had been extinguished, and the personnel had been returned to the station via helicopter prior to the arrival of the crash equipment.

STATEMENT OF FIRM. LIEUTENANT G. F. R. HANKE (b) (6) 7307 USMC concerning
VFA-531 ser 2-64A 31 July 1964 F4B BuNo 151460 Pilot HANKE

Statement of Rescue from Pilot of Chieftain 2-2

(b) (5)



Special handling required in accordance
with para 66 OPNAVINST P3750.6E

ENCLOSURE (13)

(b) (5)



G. F. R. HANKE

Special handling required in accordance
with para 66 OPNAVINST P3750.68

ENCLOSURE (13)

RESCUE REPORT
OPNAV FORM 3750-13 (2-63)

SPEC HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINS
INSTRUCTIONS: SEE REVERSE

50.6E

OPNAV REPORT SYMBOL 3750-14

1. FROM CO, VMFA-531, MAG-11		2. DATE OF MISHAP 31 Jul 1964		2A. DATE OF RESCUE 31 Jul 1964	
3. LOCATION AND DUTIES OF RESCUE VEHICLE NAS Atsugi (SAR)		4. RESCUE VEHICLE (Type/model) UH2B			
5. NUMBER OF PERSONNEL 3	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 3	5B. TO BE RESCUED 2	5C. RESCUED 1	6. RESCUE BACK UP MEANS SH3A (HS-6)	
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)			8. WEATHER CONDITIONS AT RESCUE SITE		
7A. Alert Received Method 1208I Crash Phone (Tower Alert)			8A. WATER TEMPERATURE NA °F		
7B. Vehicle Reported Distance to Scene 1214 6 N.M.			8B. AIR TEMPERATURE 85 °F		
7C. Arrived on Scene Search Required 1218 None			8C. WIND VELOCITY 190°/10		
7D. Located Survivor Method of Locating 1240 Crewman on foot			8D. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION Hilly, about 150 ft. MSL		
7E. Began Retrieval What Was Sighted First 1240 Crash scene					
7F. Ended Retrieval Subsequently 1244 Returned NAS Atsugi					
7G. Survivor(s) Location (If different from Item 3) Disembarked 1250 NAS Atsugi Helipad					
9. EQUIPMENTS ACTUALLY USED DURING RESCUE NA					
10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)					

Information received that RIO was at crash scene. Unable to land at crash scene so landed nearby and dispatched crewman on foot to conduct RIO back to helicopter.

11. PERSONNEL REQUIRING RESCUE			GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT <i>Physical condition, ignorance of equipment, inexperience, etc.</i>
NAME—LAST	FIRST	INITIAL		
SCHWARTZ,	Frank	H.	Ejection	None
CWO	USMC			

12. REMARKS: (Training of rescue teams or crews, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

Pilot previously rescued by HS-6 helicopter.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL

SIGNATURE OF SUBMITTING OFFICIAL

W. C. MCGRAW JR., COMMANDING OFFICER, VMFA-531

SIGNATURE OF FORWARDING OFFICIAL

15. NAME AND TITLE OF FORWARDING OFFICIAL

OP-531

ENCLOSURE (13)

STATEMENT OF CHIEF WARRANT OFFICER F. H. SCHWARZ (b) (6) 6730 USMC concerning
WFA-531 ser 2-64A 31 July 1964 F4B BuNo 151460 Pilot HANKE

Statement of Rescue from RIO of Chieftain 2-2

(b) (5)



F. H. SCHWARZ
CWO USMC

Certified True Copy

(b) (6)



Special handling required in accordance with
para. 66 OPNAVINST P3750.6E

ENCLOSURE (13)

VMFA-531 ser 2-64A, 31 July 1964, FLB BuNo 151460, Pilot HANKE

PETROLEUM PRODUCTS LABORATORY ANALYSIS REPORT

Product Nomenclature	JET FUEL, GRADE JP-5
Sample Submitted By (Installation)	MAG-11 ATSUGI
Manufacture or Supplier of Product	UNK
Sample Taken By	SGT HARRIS
Name And Location Of Laboratory	QUALITY CONTROL SECTION USAPSDT APO 503 HAKOZAKI LABORATORY
Sample No.	64-6490 & 64-6491
Lab. Report No.	2885-64
Spec. No.	MIL-J-5624F
Ant. Prod. Sample Represents	UNK
Source of Sample (Truck, Tank etc.)	64-319 FLB #8, 64-320 FLB #11
Date Sample Taken	UNK
Date Sample Rec'd	2 AUG 64
Date Tests Started	2 AUG 64
Date Tests Compl.	5 AUG 64

TESTS

SPEC LIMITS

TEST RESULTS

		64-6490 64-319 FLB #8	64-6491 64-320 FLB #11
GRAVITY API°	36.0-48.0	42.5	42.6
APPEARANCE	Report	Clear	Clear
COLOR			
VISUAL	Report	S1 Straw	S1 Straw
DISTILLATION: I.B.P.	Report	354	352
10% EVAP. MIN @ OF	400	384	383
20% EVAP. @ OF	Report	394	391
50% EVAP. @ OF	Report	421	417
90% EVAP. @ OF	Report	476	471
END POINT OF	550 Max	516	516
% RECOVERY		98.0	98.5
% LOSS	1.5 Max	1.0	0.5
% RESIDUE	1.5 Max	1.0	1.0

Special handling required in accordance with
para. 66 OPNAVINST. P3750.6E

ENCLOSURE (21)

WFA-531 ser 2-64A, 31 July 1964, FLB BuNo 151460, Pilot HANKE

TESTS

SPEC LIMITS

TEST RESULTS

FLASH POINT °F
WATER ML/LITER
SEDIMENT MG/LITER

11.0 Min
*
**

64-6490
64-319
FLB #8

11.0
None
4.8

64-6491
64-320
FLB #11

11.0
None
5.4

USE LIMITS

* 0.005 Max
** 2.0 Max

Product represented by sample submitted does not meet
use limits as outlined in CH-1 CINCPAC INST 4020.6, 5 May 60.

/s/

(b) (6)

SFC, NCOIC

CERTIFIED A TRUE COPY

(b) (6)

20
forator

U. S. NAVAL AIR STATION
NORTH ISLAND
SAN DIEGO, CALIFORNIA 92135

O-313-1862

29 October 1964

Information directly related to
the below reported occurrence,
retained and incorporated into
mishap document.

40731102
FVB 151460

SPEEDLETTER

From: Commanding Officer, U. S. Naval Air Station, North Island,
San Diego, California 92135

To: Bureau of Naval Weapons Fleet Readiness Representative, Pacific
(FRR-332/FRR-3331)

Subj: F-4E BUNO 151460 flameout accident, airframe and engines; investigation
of

Ref: (a) COMFAIRWESTPAC 050841Z Aug 1964 NOTAL
(b) BWFRFPAC 111732Z Aug 1964 NOTAL
(c) VMFA-531 040303Z Sep 1964 NOTAL
(d) VMFA-531 150535Z Oct 1964 NOTAL

(b) (5)



O-313-1862
29 October 1964

Subj: F-4B BUNO 151460 flameout accident, airframe and engines; investigation
of

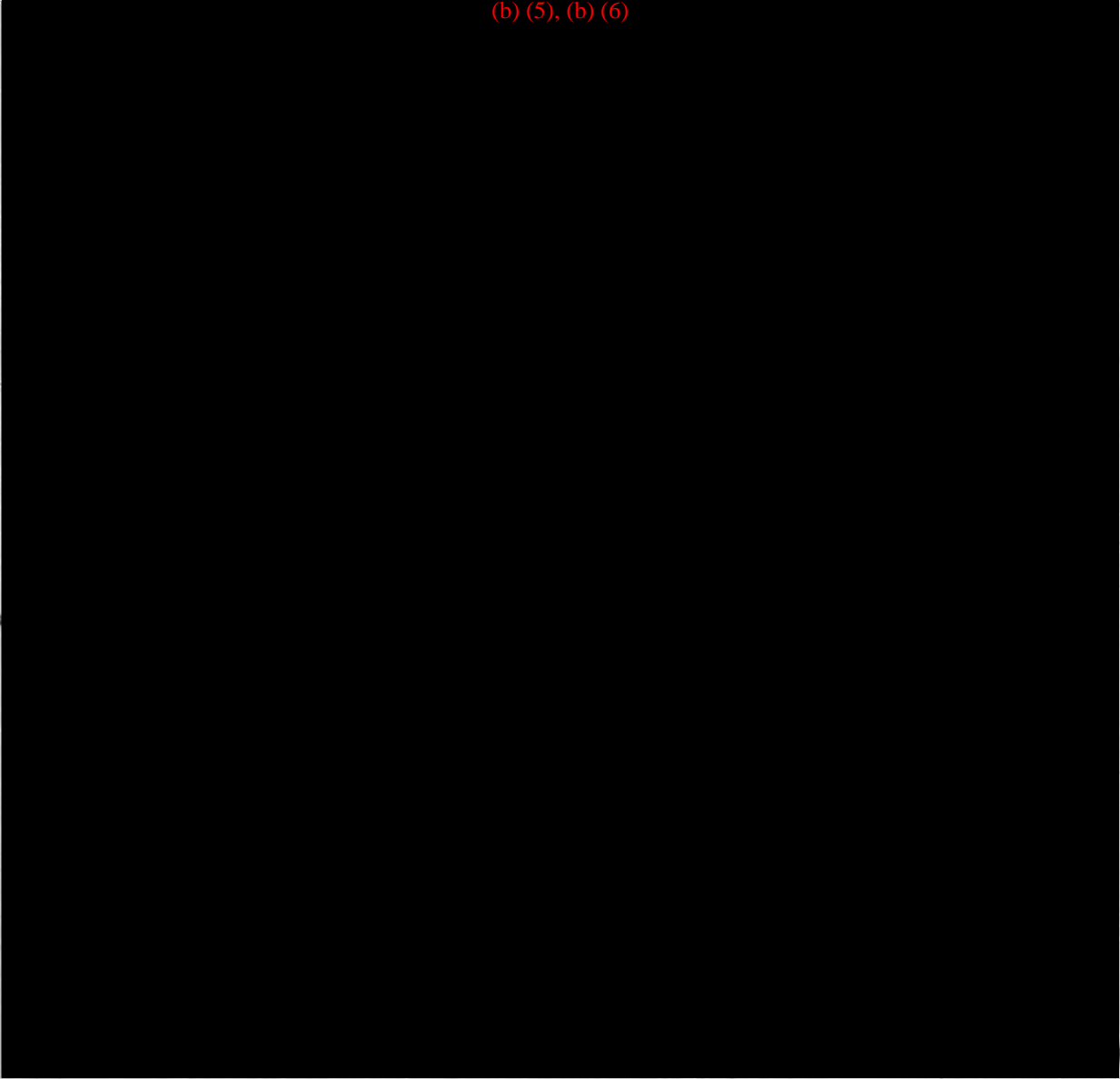
(b) (5)



O-313-1862
29 October 1964

Subj: F-4B BUNO 151460 flameout accident, airframe and engines; investigation
of

(b) (5), (b) (6)



By direction

O-313-1862

29 October 1964

Subj: F-4B BUNO 151460 flameout accident, airframe and engines investigation
of

Copy to:

BUWEPS (FWAE-4/FWAE-1411/F-123/RAPP-2)

CGAIRFMFPAC

CGFIRSTMAW

MARAIRGRU-11

VMFA-314

VMFA-531

COMNAVAIRPAC

COMFAIRSDIEGO

COMFAIRWESTPAC

COMFAIRWESTPAC DET CUBI

APPR GE EVENDALE

BWR STL

MCAS CHERPT

NAS QUONPT

BWFRRLANT

COMNAVAIRLANT

NAVAVSAFECEN NORVA ←

NATSF PHILA

*Le...
10/10/64*

MARINE FIGHTER/ATTACK SQUADRON-531
Marine Aircraft Group-11
1st Marine Aircraft Wing, Aircraft, FMF, Pacific
c/o FPO, San Francisco, California 96601

DPickn
8 October 1964

SPEEDLETTER

FROM: COMMANDING OFFICER
TO: COMMANDER, U.S. NAVAL SAFETY CENTER

IN REFERENCE TO YOUR LETTER SER: 22/1518, DATED 24 SEPTEMBER 1964
THE ANSWERS TO YOUR THREE QUESTIONS IN ORDER ARE:

(b) (5)



W C McGraw Jr
W. C. MCGRAW JR.

...DGA115CRD929
RR RUCKDG
DE RUCMBW 931 16/2125Z
ZNR
R 162106Z
FM BUWPSREP STL
TO RUECH/BUWPS
INFO RUWDAF/COMNAVAIRPAC
RUCKDA/COMNAVAIRLANT
RUCKDG/NAVAVSACEN ✓
RUEGFA/ASO PHILA
RUWDAK/FITRON TWO ONE
RUWDAK/FITRON ONE TWO ONE
RUWDAF/BWFRPAC
RUCKDP/BWFRRLANT
BT
UNCLAS

F-4 FUEL BOOST PUMPT TEST SWITCH

- A. FITRON 21 112506Z SEP (NOTAL) 2H
B. VMFA-531 310621Z JUL (NOTAL) ARR
C. CNAP 142205Z 2H

D. BUWPS LTR RAME-532/182:DLK DTD 26 NOV '63

1. UPON RECEIPT OF REF A, BWR REQUESTED FROM CONTRACTOR THOROUGH INVESTIGATION AND COMMENTS/RECOMMENDATIONS ON PROBABILITY OF FAILED BOOST PUMP TEST SWITCHES AS A FACTOR IN REF B ACCIDENT AS WELL AS OTHER UNDETERMINED FLAMEOUT OCCURRENCES.

2. CONTRACTOR CURRENTLY CONDUCTING EXTENSIVE INVESTIGATION AND

220500

220500

PAGE TWO RUCMBW 931 162106Z UNCLAS

COMMENTS/RECOMMENDATIONS WILL FOLLOW ONCE INVESTIGATION COMPLETED.

3. REF C ON SAME SUBJ DISCUSSED AND PASSED TO CONTRACTOR FOR ACTION.

4. CONTRACTOR CONCURS THAT BOOST PUMP TEST SWITCH BURNING CAN OCCUR DURING NORMAL SEQUENCE OF SYSTEM TEST IN WHICH SECOND FUEL BOOST PUMP/MAIN FUEL VALVE IS TESTED IMMEDIATELY AFTER FIRST, THEREBY INTERRUPTING FIRST FUEL SHUT OFF VALVE CLOSING ELECTRICAL PWR. NORMAL OPENING/CLOSING TIME OF MOTOR OPERATED MAIN FUEL VALVE IS APPROX 1 SEC.

5. PARA 5 REF C RECOMMENDS THAT BOTH FUEL BOOST PUMP TEST SWITCHES

IN ALL F-4 ACFT IN SVC BE REPLACED WITH NEW NS35059-26 SWITCHES.

REF D APPROVED AS A CLASS II CHANGE AN IMPROVED BOOST PUMP TEST SWITCH P/N 25307-26 TO REPLACE THE NS35059-26 SWITCH. PRODUCTION EFFECTIVITY OF NEW SWITCH IS BLOCK 22 AND UP. RETROFIT WAS RECOMMENDED TO BE DONE ON AN ATTRITION BASIS. RECOMMEND ALSO REVIEW PRESENT STOCK STATUS OF NS25307-26 SWITCHES.

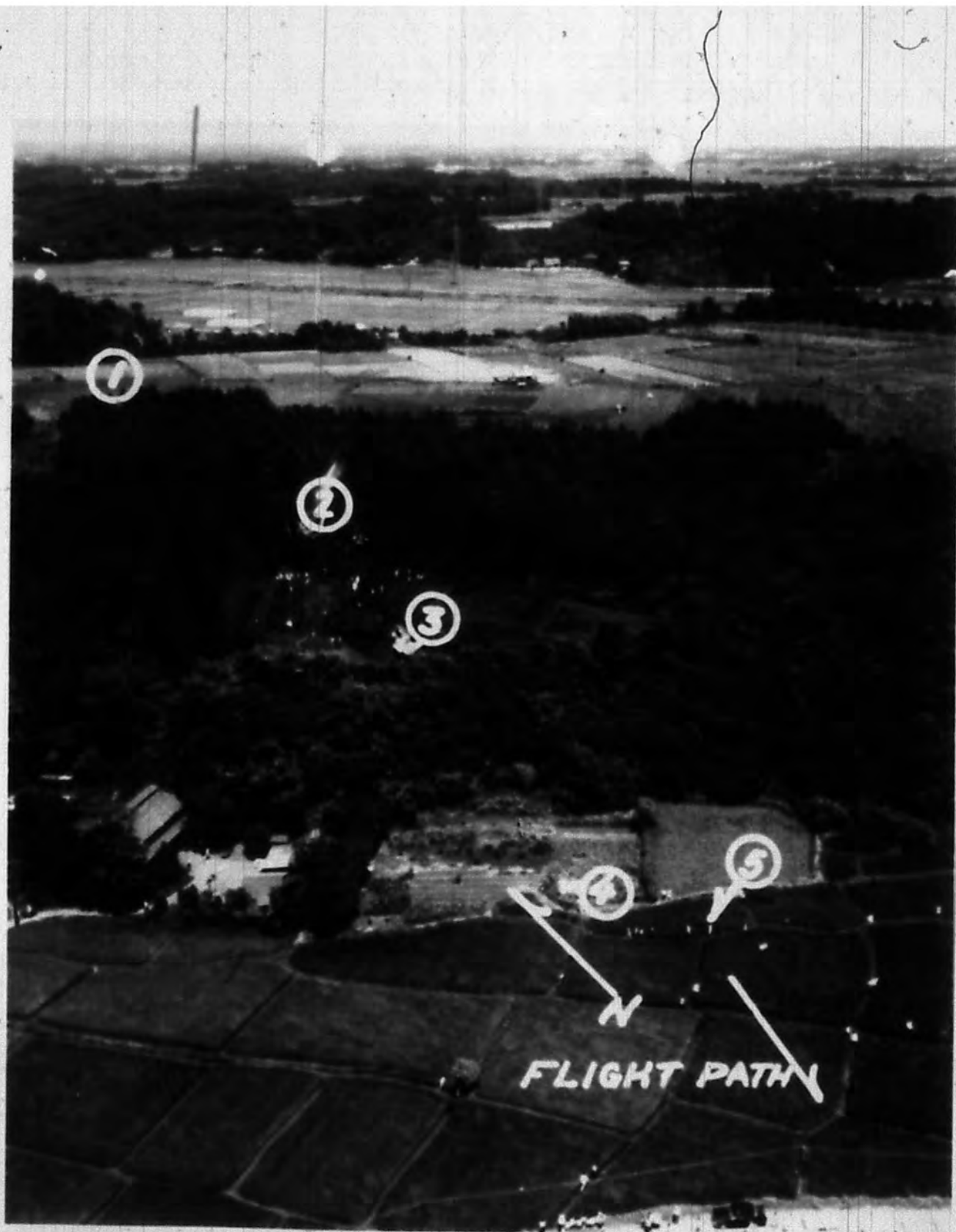
6. REGARDLESS WHICH SWITCH INSTALLED, BWR RECOMMENDS THAT PILOT BOOST PUMP CHECK PROCEDURE BE ACCOMPLISHED BY WAITING APPROX 2-3 SECS BETWEEN SWITCH ACTUATION TO ALLEVIATE CONDITION MENTIONED IN PARAGRAPH 4.

BT

10-AAA

7-31-64

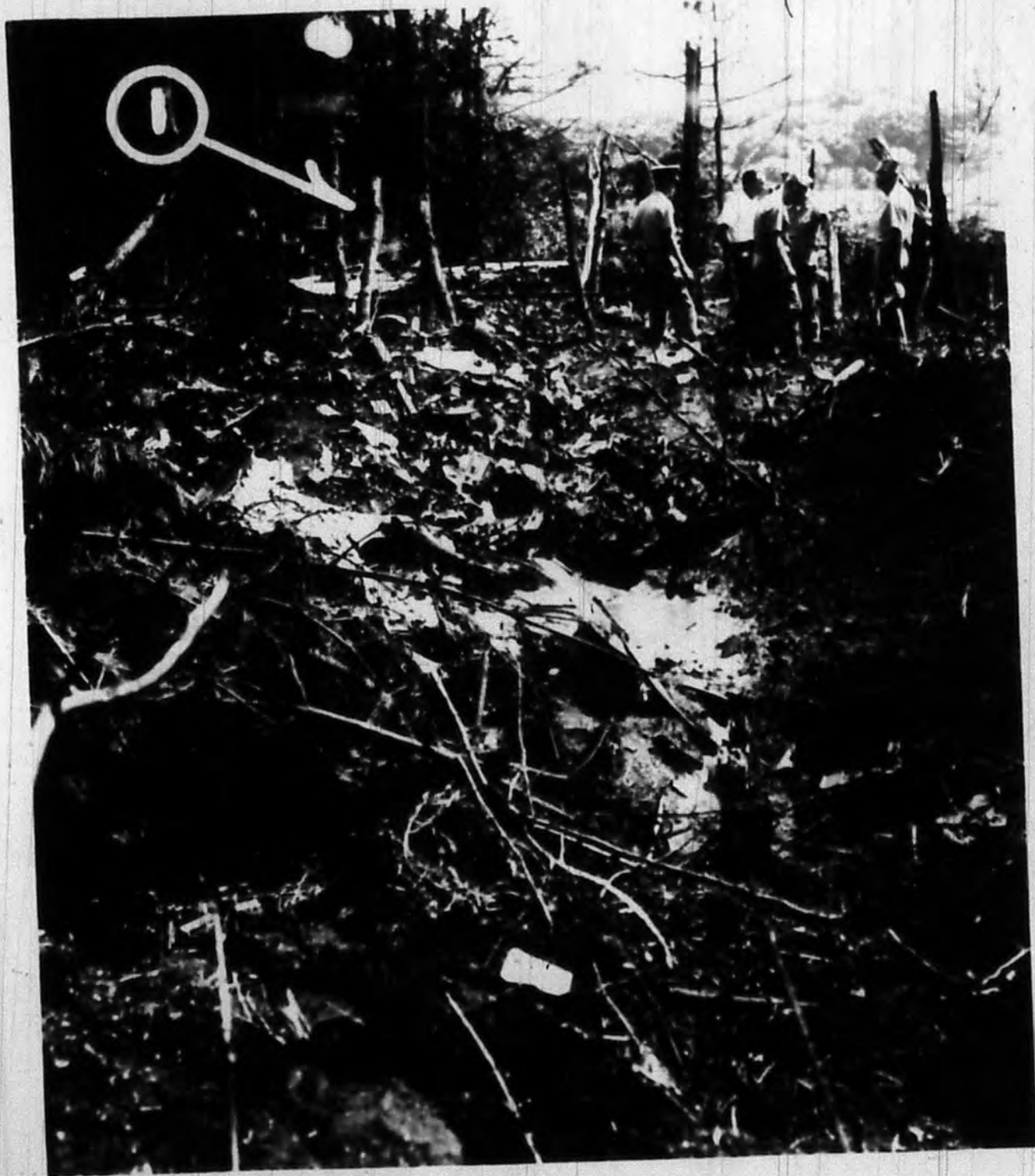
FBB 15-1460



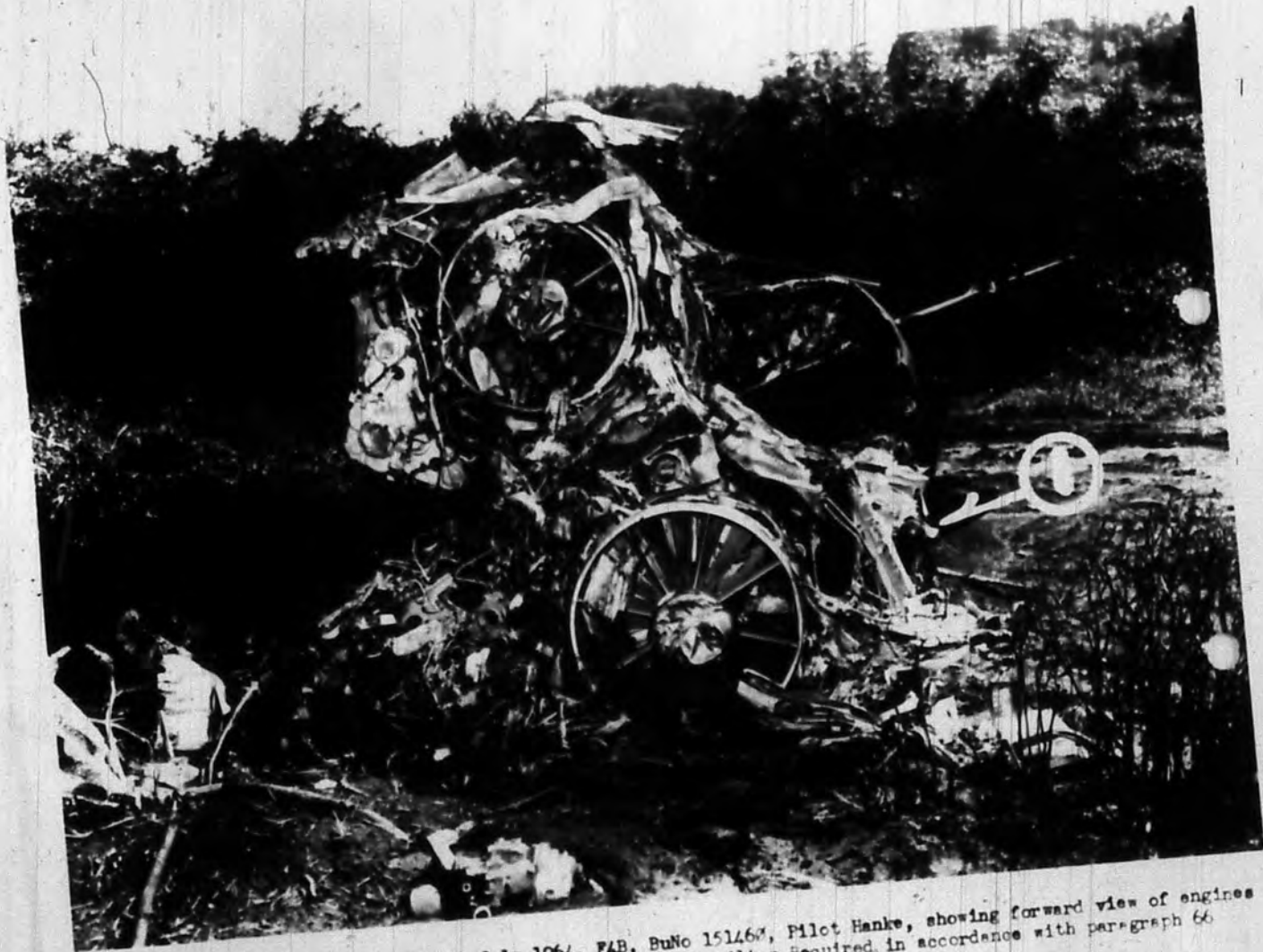
ENCLOSURE (14) VMFA-531 Ser 2-64A 31 July 1964, F4B, BuNo 151460, Pilot Hanke. 1) Pilot position. 2) Aircraft impact point. 3) Aft fuselage and engines. 4) RIO parachute. 5) RIO seat. Special Handling Required in accordance with paragraph 66 OPNAVINST P3750.6E.



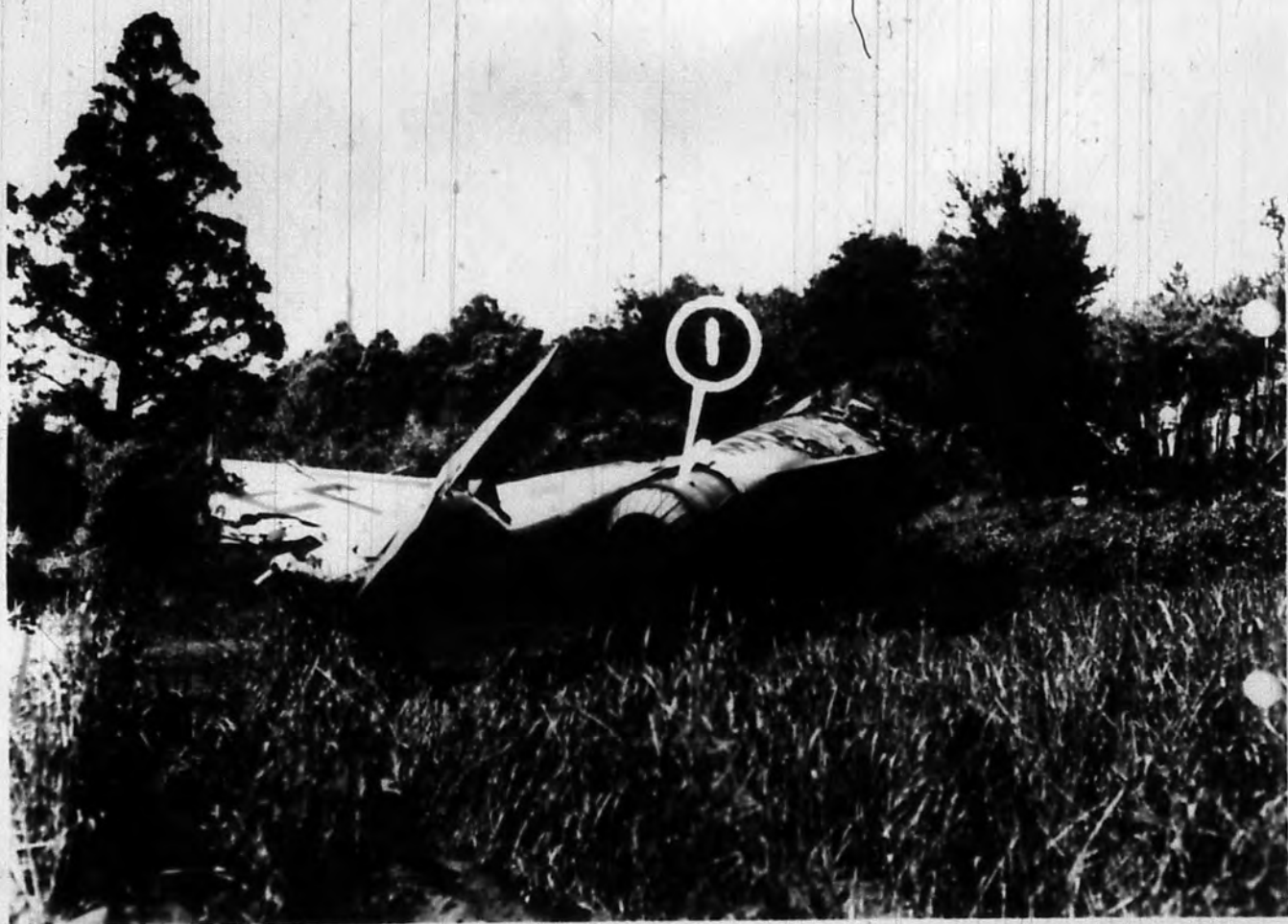
ENCLOSURE (17) VFA-531 Ser 2-64A 31 July 1964, F4B, BuNo 151460, Pilot Hanke. 1) Approximate pilot seat position. 2) Aircraft impact point. 3) Starboard wing. 4) Port wing. 5) Aft fuselage and engines. Special Handling Required in accordance with paragraph 66 OFNAVINST P3750.6E.



ENCLOSURE (18) VMFA-531 Ser 2-64A 31 July 1964, F4B, BuNo 151463, Pilot Hanke, showing view along flight path from initial impact point. 1) Port wing with MIG extended and locked. Special Handling Required in accordance with paragraph 66 OPNAVINST 4754.6E.



ENCLOSURE (19) VMFA-531 Ser 2-64A 31 July 1964, F4B, BuNo 151268, Pilot Hanke, showing forward view of engines and aft fuselage. 1) Extended ram air turbine. Special Handling Required, in accordance with paragraph 66 OPNAVINST P3750.6E.



ENCLOSURE (24) VMFA-531 Ser 2-64A 31 July 1964, F4B, BuNo 151468, Pilot Hanke, showing rear view of engines and aft fuselage. 1) Exhaust nozzles closed. Special Handling Required in accordance with paragraph 66 OFNAVINST

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.